Power Windows

How the Circuit Works

CAUTION: Disconnect the window switch connector before you start. You could unintentionally switch the window to "automatic down" while working in the driver's door with the power on. The moving glass could injure your arms, hands, or fingers.

Battery voltage is applied at all times to the power window relay contacts. Fuses 7, 8, 15, and 16 (in passenger's under-dash fuse/relay box) receive voltage through the power window relay which is controlled by the passenger's multiplex control unit.

When the ignition switch is ON (III) (and for 10 minutes after it is switched to ACC (I) or LOCK (0) and as long as both front doors remain closed), the key-off timer circuit inside the passenger's multiplex control unit provides voltage to the coil of the power window relay. The contacts of the power window relay close and voltage is applied to the power window master switch and all the window switches in the doors.

The power windows are driven by reversible motors. Each motor is protected by a built-in circuit breaker. If the window switch is held on too long (with the window obstructed, or after the window is fully up or down) the circuit breaker opens the circuit. The circuit breaker resets automatically as it cools.

Driver's Window

The driver's power window master switch is part of the door multiplex control unit. When you hold the driver's window switch in the UP or DOWN position, the door multiplex control unit applies power to the driver's window motor in the direction requested.

Auto Down

The driver's window is equipped with an AUTO DOWN feature. When you momentarily hold the driver's window switch in the DOWN position, the door multiplex control unit applies power to the driver's window motor. As the window moves down, the pulser in the driver's window motor sends a pulsing ground signal to the door multiplex control unit. When the window reaches the fully down position, the pulsing signal stops and the door multiplex control unit removes power from the motor.

Passenger Windows

All windows can be opened and closed from the driver's power window master switch. The passenger windows can be disabled with this master switch. When the main switch is open, ground is not provided to the passenger window switches.

Left Rear Window

The left rear window switch receives voltage through fuse 7 (in passenger's under-dash fuse/relay box). This switch contains two relays and an UP/DOWN switch. When you press the left rear window UP/DOWN switch, the corresponding relay energizes, applying the main switch voltage to one terminal of the window motor. The other terminal is grounded through the normally closed relay contacts in the deenergized opposite relay and the main switch (as long as the main switch is in the ON position).

When you open or close the left rear window from the power window master switch, the door multiplex control unit sends a signal to the driver's multiplex control unit through the BRN wire. The driver's multiplex control unit turns on the window motor by supplying power to the GRN or GRN/BLU wire.

Front Passenger's and Right Rear Windows

The front passenger's and right rear window switches receive voltage through fuses 8 and 16 (in passenger's under-dash fuse/relay box). Each window switch contains two relays and an UP/DOWN switch. When you press the window UP/DOWN switch, the corresponding relay energizes, applying voltage to one terminal of the window motor. The other terminal is grounded through the normally closed relay contacts in the deenergized opposite relay and the main switch (as long as the main switch is in the ON position).

When you open or close the front passenger's or right rear window from the power window master switch, the door multiplex control unit sends a signal to the driver's multiplex control unit through the BRN wire. The driver's multiplex control unit sends this request to the passenger's multiplex control unit and turns on the window motor by supplying power to the control wires for the corresponding window switch.

Refer to the Service Manual (Section 22, Body Electrical) for specific tests and troubleshooting procedures.

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